

Jed 460
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CLASSIFICATION

COUNTRY East Germany

TOPIC Dresden-Klotzsche Airfield

EVALUATION see below PLACE OBTAINED 25X1

DATE OF CONTENT 26 September to 24 October 1953

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DATE OBTAINED [redacted] DATE PREPARED 19 November 1953

REFERENCES

PAGES 3 ENCLOSURES (INC. & TYPE) 1 + one sketch

REMARKS

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[redacted]

1. The following air activity and aircraft were observed at Dresden-Klotzsche airfield between 26 September and 24 October 1953:

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26 and 27 September. There was no air activity.

29 September. Between 6:30 p.m. and 11 p.m., 3 Po-2s practiced night flying, while the flare path and obstacle lights on the water tower, the flight control station, the windmill and a hangar in the northwestern portion of the field were in operation, the boundary lights were not switched on.

30 September. Between 3:30 p.m. and 6 p.m., Po-2s were observed flying.

2 October. Between 7 a.m. and 11:30 a.m. and between 1 p.m. and 3 p.m., Po-2s practiced flying.

3 and 4 October. There was no flying.

5 October. Twenty Li-2s approached the field from the west and then turned toward the north.

6 October. Between 6 p.m. and 8:30 p.m., there was night flying by Po-2s. There was a closed ceiling at an altitude of 100 to 150 meters, visibility of about 1 km. and rain.

9 October. Between 7 a.m. and 11:30 a.m. and between 1 p.m. and 3 p.m., Po-2s practiced flying.

10 and 11 October. No flying was observed.

13 October. Air activity started at 6:15 p.m. Three Po-2s took off at short intervals, made two local flights and then landed again. Subsequently two of the aircraft continued to make local individual flights.

15 October. At 11:35 a.m., a Li-2 [redacted] approached from the north, landed and taxied to the Marsa hangar. At the same time a yellow ambulance from the Luftwaffenärzteschule (LM) proceeded to this hangar; after arriving there, the ambulance backed up to the cabin door of the aircraft. Source was unable to determine what was being transported. The ambulance which looked like

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a municipal ambulance subsequently returned to the LKS. During these procedures, a Po-2 was pushed out of the Hansa hangar, took off with a two-man crew and flew steep bank turns and figure eights.

16 October. Between 10:30 a.m. and 1 p.m., there was air activity by Po-2s. There was a closed ceiling at an altitude of 100 meters, visibility of 1 km and light rain.

20 October. No flying was observed.

21 October. Between 7:45 a.m. and 1 p.m., 3 Po-2s practised flying, at first in individual flights, then flying in elements of twos and in a formation of threes.

23 October. Between 11:45 a.m. and 12:15 p.m., 1 Po-2 was seen aloft.

24 October. Between 7:30 a.m. and 8 a.m., 3 Po-2s which came from the north landed. At 10:40 a.m., the aircraft took off again and flew toward the north.¹

2. Between 9 a.m. and 5 p.m. on 28 and 29 September, 20 trucks from the air force driving school were practising driving. Driving school practices by 12 trucks were again observed between 9 a.m. and 3 p.m. on 15 October and by 5 trucks occupied by 7 soldiers each between 11:30 a.m. and 1 p.m. on 16 October. The personnel observed at driving school practices were the same in late September as after the two-week interruption in mid October. Between 20 and 23 October, driving school practices were daily observed.

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All the trucks were occupied by personnel wearing black-bordered blue epaulets.²

3. About 5 p.m. on 23 October, straw was unloaded from a truck at the Hansa building. Subsequently, 10 soldiers were observed filling straw mattresses. The Hansa building was occupied by an estimated 25 officers and 25 soldiers wearing black-bordered blue epaulets. Part of the officers were quartered at Karl Marx Strasse. The LKS was occupied by an estimated 100 soldiers wearing black-bordered blue epaulets with air force insignia, 100 soldiers wearing black-bordered blue epaulets assigned to the driving school, 100 air force officers, about 15 of whom wore silver epaulets with technical insignia, 200 soldiers wearing black-bordered red epaulets and 20 infantry officers. Truck [redacted] proceeding toward the LKS.

4. Source furnished a sketch of the mechanics insignia observed at Dresden-Klotzsche. The insignia had silver embroidered wings and a red enameled Soviet star in the center which was crossed by a hammer and a sliding gauge. Officers observed with this insignia wore silver epaulets and a Soviet star without laurel-wreath on their caps.

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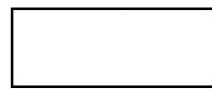
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5. Between 7 a.m. and noon on 1 October, 3 Po-2s practiced flying in the vicinity of Dresden. Between 9 a.m. and 10 a.m. on 16 October, 1 Po-2 was seen aloft.

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25X1 1. [redacted] Comment. Air activity by Po-2s observed at Dresden-Klotzsche airfield, which is occupied by an unidentified air force unit, was intensified and, for the first time, was observed while conducted during unfavorable weather.

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25X1 2. [redacted] Comment. The driving school which is attached to the motor vehicle distribution point conducted the usual practices.

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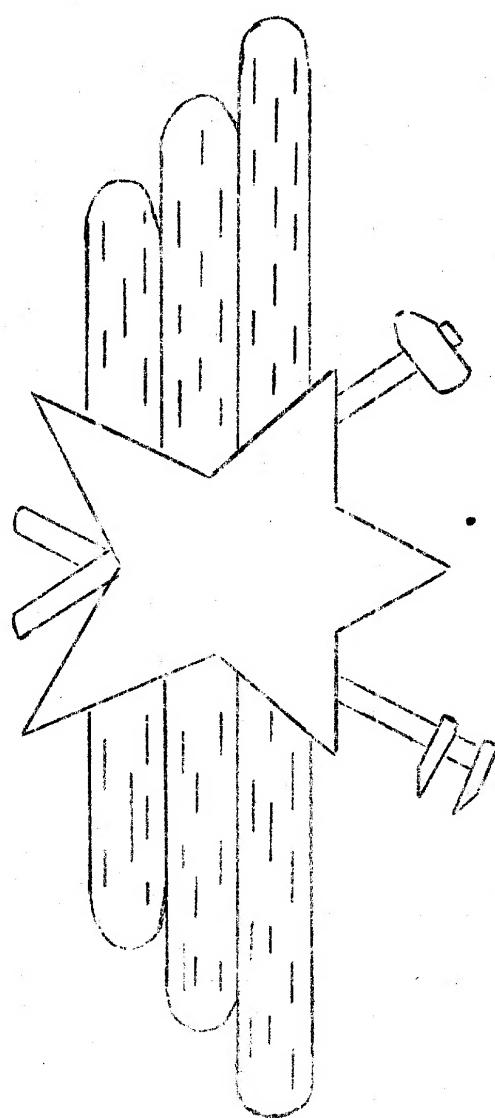
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25X1 3. [redacted] Comment. For sketch of mechanics insignia, see Annex.

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Mechanics Insignia Observed at Dresden-Klostersee

Annex to FIG-5197

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